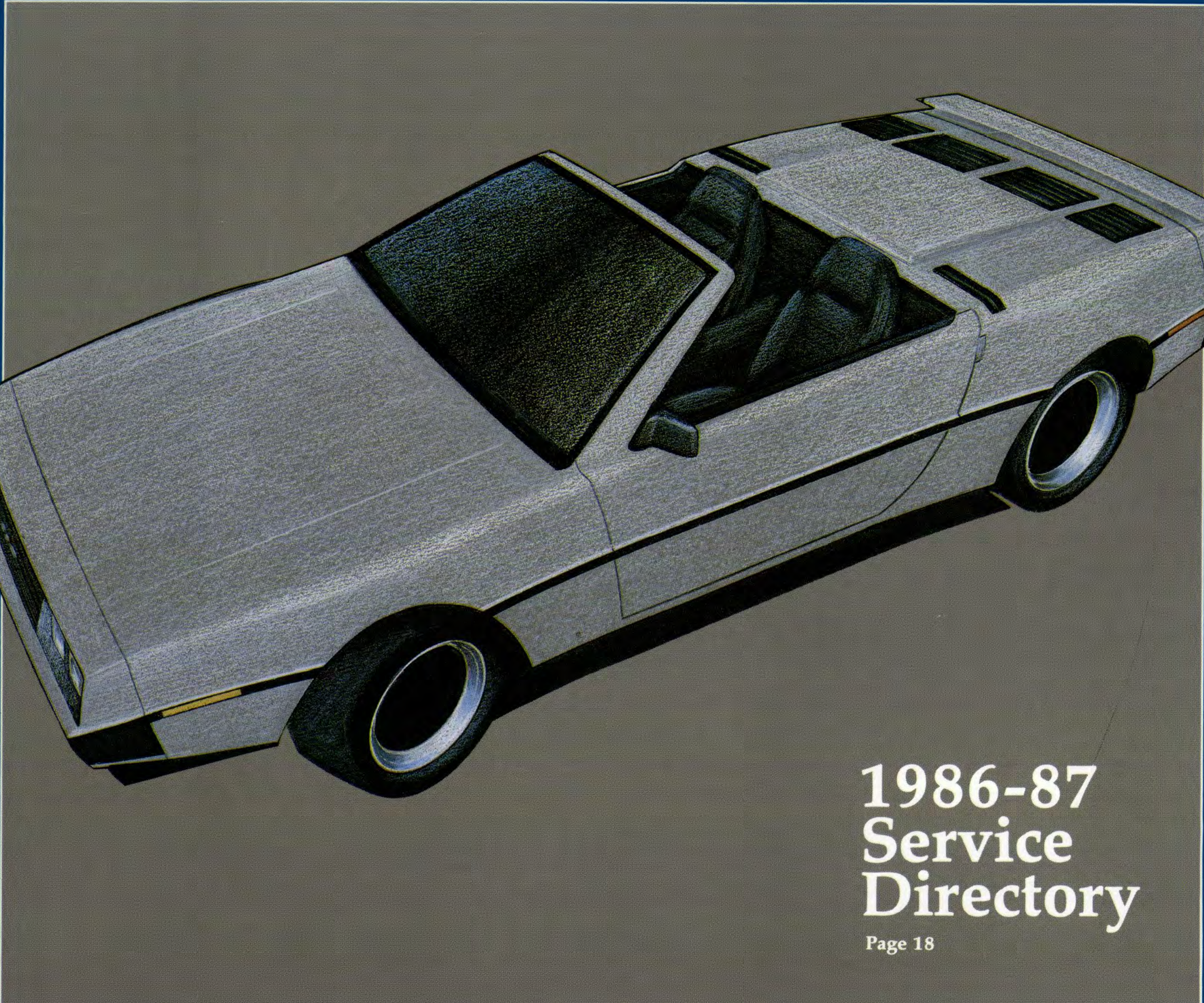
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

Winter 1987



1986-87 Service Directory
Page 18

She: What happened?

He: I don't know. Everything died.

She: What do you mean?

He: Everything's out on the car. It must be the battery or something. No lights. No nothing.

She: Where are we?

He: A long way from home. It's really dark out here isn't it?

She: My mother told me not to go out with guys who drive DeLoreans. She says you can't trust them. Boy, was she right.

He: No really. The car is dead.

She: She says anybody who drives an unpainted car is lazy and shiftless — they probably don't brush their teeth either.

He: What was that noise?

She: She also says tall, dark and handsome men can't even fit into a DeLorean.

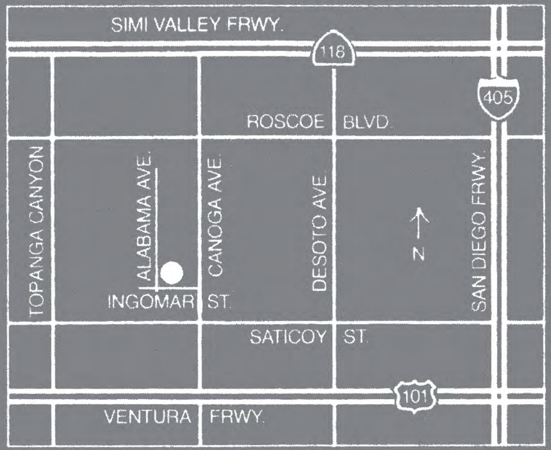
He: Is that a cemetery over there? You better go find a farm house and call somebody.

She: Me? What about you? What are you going to do?

He: Well. . . I thought I'd lock the doors and stay here. I don't like the looks of that cemetery.

She: Look, you go call DeLorean One or I'll push you and this dead car into that open grave!

He: Open grave! Where?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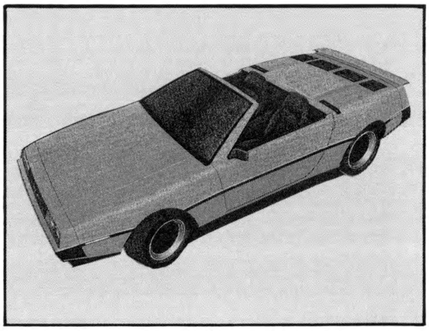

On the Cover
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TREASURER'S REPORT

BY JOAN TRUSCOTT

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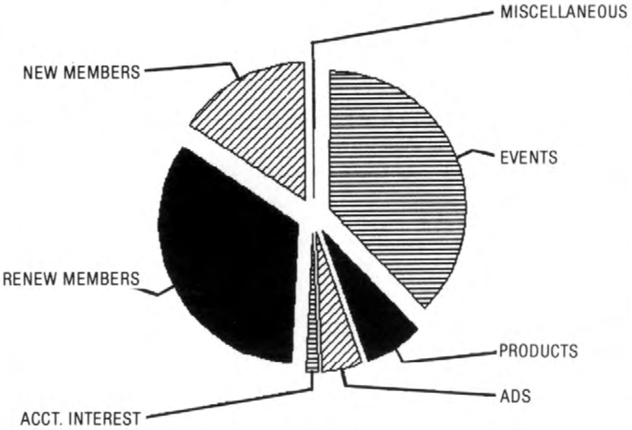

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Refunds	$ 0.00	=	.00%
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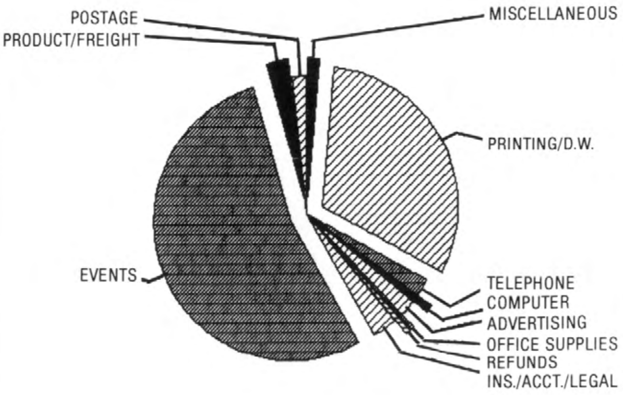

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PRESIDENT'S MESSAGE

BY ED BERNSTEIN

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When Marty McFly tried to drive a DeLorean "back to the future" after spending a week caught in a time trap *(Back to the Future)*, even he needed a network.

Although Marty's experiences aren't like those the business community touts, there are several parallels we can draw between his stainless-steel voyage via flux capacitor and a renewed need for networking in 1987.

First, networking in any age can help link people with needed technical support. From engineers and television producers to ham radio operators and model car owners, there is an ongoing need to disseminate technical knowledge to keep things moving forward. The sharing of technical information can benefit all parties, whether professionally or avocationally. Fortunately for Marty, he found his crazy scientist friend and together they discovered the necessary technical tools to fuel his solution.

This kind of technical support is even more important given the mobility of our society. You can rely on your local Joe's Body Shop for the necessary but obscure parts to keep an out-of-date or out-of-production item going. But if you move to a new city every three years (or your supplier moves on) how do you get "plugged in" in a new city? There needs to be a vehicle for passing on information or advice, or even a sympathetic shoulder, a way to stay in touch with like-minded people, no matter the issue.

That's the second prong of support that a network offers—personal support. This is another area which is desperately needed given our mobile society and the varied interests of the people in any given neighborhood or office. How unusual is it to find a group of people who not only live or work together, but who share similar hobbies and vocational interests.

This desire for camaraderie in an avocation has led to the formation of numerous hobby networks which range in scope from the American Quarter Horse Association and the U.S. Yacht Racing Union to the National Rifle Association and DeLorean Owners Association. These groups provide not only technical information about the subject so its fans can learn more, they also provide activities and "fellowship" with others of similar interests.

But this kind of camaraderie is not limited to hobby groups. It can be significant in professional related groups as well. The network of professionals stimulates discussion of important issues and coalition-building around them when necessary. The whole group can be more effective and influential than the sum of its individual members, and this leads to personal satisfaction and benefit for the professional as a whole.

From engineers and television producers to ham radio operators and model car owners, there is an ongoing need to disseminate technical knowledge to keep things moving forward.

Finally, as seen most often in professional organizations, a network links your current standing to future progress. It can increase investment opportunities, job opportunities, business opportunities, personal opportunities. It can offer a fresh perspective which might unlock the key to next week's dilemma. Sometimes it will introduce you to the person who can most help you tomorrow.

Most of us consider true "networking" to be the process of finding common goals between people and using the skills and influence between them to reach a destination of mutual benefit. Often this becomes an "I owe you one" arrangement, but that's just how business works. And in a good network, the score usually remains even.

Marty's "networking" in the movie isn't exactly a model to follow, despite the resulting scenario that dramatically changed

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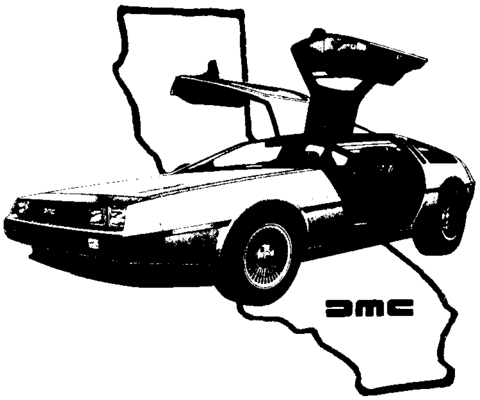

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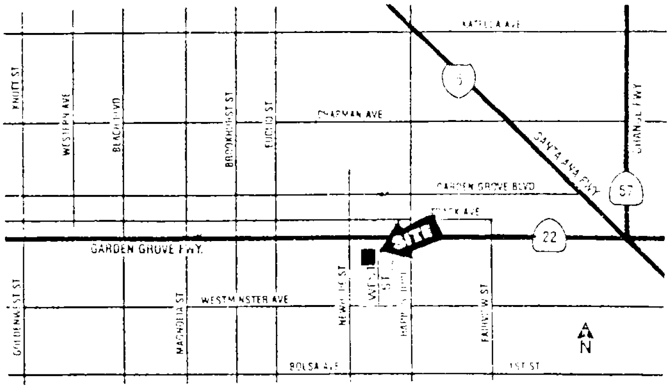
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From Your Director of Area Regional Chapters

After reading the Regional Chapter Directory in the last *DeLorean World* Magazine, you would have to agree that we are growing by leaps and bounds. Since then we have added Chapter #22, Robert Longuemare, Boston, MA; Chapter #23, Stan Marks, Cleveland, Ohio; Chapter #24, Phil Harris, Milwaukee, Wis.; Chapter #25, Tom Copeland, Dallas, TX.

In talking with present and future coordinators, I am trying to impress upon them the idea of having many small to medium chapters as opposed to large, overwhelming chapters covering huge areas. With more chapters closer together, the work load is spread more evenly and the promise of planned events is more likely to be successful. Also, the driving distance to meetings is cut sharply. Chapters can communicate with each other and join in each other's events.

A reminder to all coordinators. Send us your chapter news regardless of how much it is. We will print it in the *DeLorean World* Magazine. Also, don't forget to send me your quarterly reports.

Until next issue . . . Gil Moreno.

Area Regional Chapter 7

by Donald Legner

Chapter Seven enjoyed hosting the Friday night event at the National Convention in July. It helped further the Association's goals in our geographical area.

August 17th was our next meeting. Many members stopped for an optional breakfast and then caravaned to the Old Volo Sportscar store and Museum for their annual antique and sportscar day. There were hundreds of cars on display including 31 DeLoreans. Fun was had by all as members toured the museum containing over 50 classic cars, roamed the open fields viewing all types of cars, listened to the Dixie Land Band, while "chomping" corn on the cob. Many Concours winners showed up and displayed their silver trays as well. Billy Runyan thought we were having a Concours and showed up at 5:00 AM – Bucket in hand!

WAUPUN JR. MISS 1986

(Left to Right) Don Legner, Miss Junior Waupun and Gladys Legner.

The next big event was October 18th & 19th in Waupun, Wisconsin. Dr. Rosales, the only DeLorean owner and member in that city, hosted an unusual day. The famous Horizon Marsh is located there, a refuge for geese going South in the Fall. Thousands, literally tens of thousands, of geese stop to eat and rest as they travel to warmerclimates. It is a major tourist attraction and a sight to behold.

The day started as members met at the Illinois-Wisconsin state line to begin the trip to Northern Wisconsin. The caravan picked up additional members on the north side of Milwaukee and arrived at our parking area before noon. Miss Waupun was there to greet us due to the

Chapter seven members chat at "Old Volo" Antique and Sportcar day.

efforts of the Chamber of Commerce who arranged a bus for our use. We boarded the bus for a trip to the Wild Goose Inn where lunch was served. We then traveled to the refuge where we hiked into the marsh to view the beauties of nature but not a goose in sight. Dr. Rosales had us board the bus and travel to a new site where thousands of geese where feeding. As we stood viewing the area, a member purposely made a loud noise. The sky turned black as the geese flew off. The noise—like nothing you ever heard before! It pays to have a local guide like Dr. Rosales.

. . . hundreds of cars on display including 31 DeLoreans.

We then caravaned to the Holiday Inn where cocktails and dinner were served. We had 36 members who enjoyed a great day and all said they had no trouble sleeping that night. The stop at the bar with that good country music didn't hurt either.

The geese are South for the Winter. Like the bears many DeLorean hibernate for the Winter. However, the Chicago Bears don't!

Caravan "Pit Stop" on the way to Waupun.

Area Regional Chapter 9

by Harold McElraft

The weather was absolutely wet but it didn't stop fourteen (14) hard core DeLorean motor car enthusiasts from attending our first Chapter 9 meeting at the Remington Hotel. The hotel served us an excellent lunch, everyone was introduced and we all had a great time visiting and sharing our DMC experiences. By the time the rains stopped, several people had to leave, and it was too late to have our "Mini Rallye." As an alternative we had an awards presentation. We had two complete DMC car care kits donated by Bob Marco Buick (and DMC). One kit was awarded to John and Dee Dailey of Austin for being the folks

The weather was absolutely wet...

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FROM PAGE 11

who traveled the farthest. The second kit was awarded to Betty and Larry Hildreth when Betty's name was drawn from the pot of everyone's name tags. Karen and I took lots of pictures, all of which can be viewed at the next meeting.

The next meeting is up in the air right now. We have the Thanksgiving and Christmas holidays to compete with, along with the National convention on October 31. Right now it looks like we might try and have a meeting the first weekend in December (say December 7). The program topic will probably center around technical matters-Typical Problems (and there are several)—how to fix them and/or where to get them fixed. A notice will be sent out.

Area Regional Chapter 10

by Bob Frank

It wasn't planned, it just happened, a notice in the local newspaper . . . DeLorean owners . . . Anyone interested please call. They called, they came, one DeLorean owner after another, a get-together to share thoughts and ideas.

A weekend get acquainted trip to Lake Tahoe was planned. Six couples that hardly knew one another . . . noon on a beautiful sunny Saturday started out for an afternoon drive around Lake Tahoe. Before long we were climbing through some of the most spectacular scenery anywhere. Stopping for lunch and a casual stroll in one of the National Parks and then home.

> ***It wasn't planned, it just happened . . .***

With the exception of a split dash (cold mountain air), a couple of bad colds, the winning Keno ticket that wasn't, it was as close to perfect as you can get.

Yes! We had a great time. Are we going to do it again? YES. Because the Sacramento Chapter of DeLorean owners is where it's at!

Area Regional Chapter 16

by Paula Kubiak

U.S. presidents have lunched there. So have cabinet members and world dignitaries. So have several Soviet diplomats. And the newest group of diners in the Cozy Inn Restaurant has been 23 members of chapter 16 of the DeLorean Owners Association.

Tucked away in the Catoctin Mountains in Thurmont the "Cozy" lies close to Camp David in the beautiful Maryland countryside. The historical restaurant was the finish line for a poker rally on October 5, 1986.

CONTINUED ON PAGE 14

Spreading Our Gullwings

Publicity Director, David Knudson

Although your Association has had members in states other than California almost since its founding, the sponsored events always centered around California and occasionally, Nevada.

Through the years, this brought many letters from members in other states requesting national activities in their areas. However, we were well aware that it would be impossible to run a successful out-of-state event until two key elements were in place . . . strong chapters and sufficient funds.

This summer was our first step East. Don Legner, Bill West and several other chapter entrepreneurs had nurtured Chapter 7 into excellent shape. So, our first nationally sponsored, non-Western activity took place in Lincolnshire, Illinois. It was exceptional in every way and encouraged us to try the Texas area next.

When it comes to DeLoreans, Texas has the second largest population. So, San Antonio was selected as neutral ground between Dallas and Houston factions.

Although the turnout in San Antonio could have been better, the weekend was very festive plus we acquired several new members and helped bolster 2 fledgling chapters.

As the schedule will attest, 1987 is going to be an exciting year for the expansion of your Association.

The publicity generated in the media, coupled with the opportunity to meet the Association's Board of Directors, should increase membership and interest considerably across the country.

Please review the Calendar and make your plans accordingly, because you'll enjoy yourself thoroughly and we want to meet as many of you as we can.

CALENDAR

SOUTHEASTERN NATIONAL CONVENTION

Orlando, Florida
March 27-29

4TH ANNUAL LAS VEGAS CONVENTION

Imperial Palace Hotel
June 5-7

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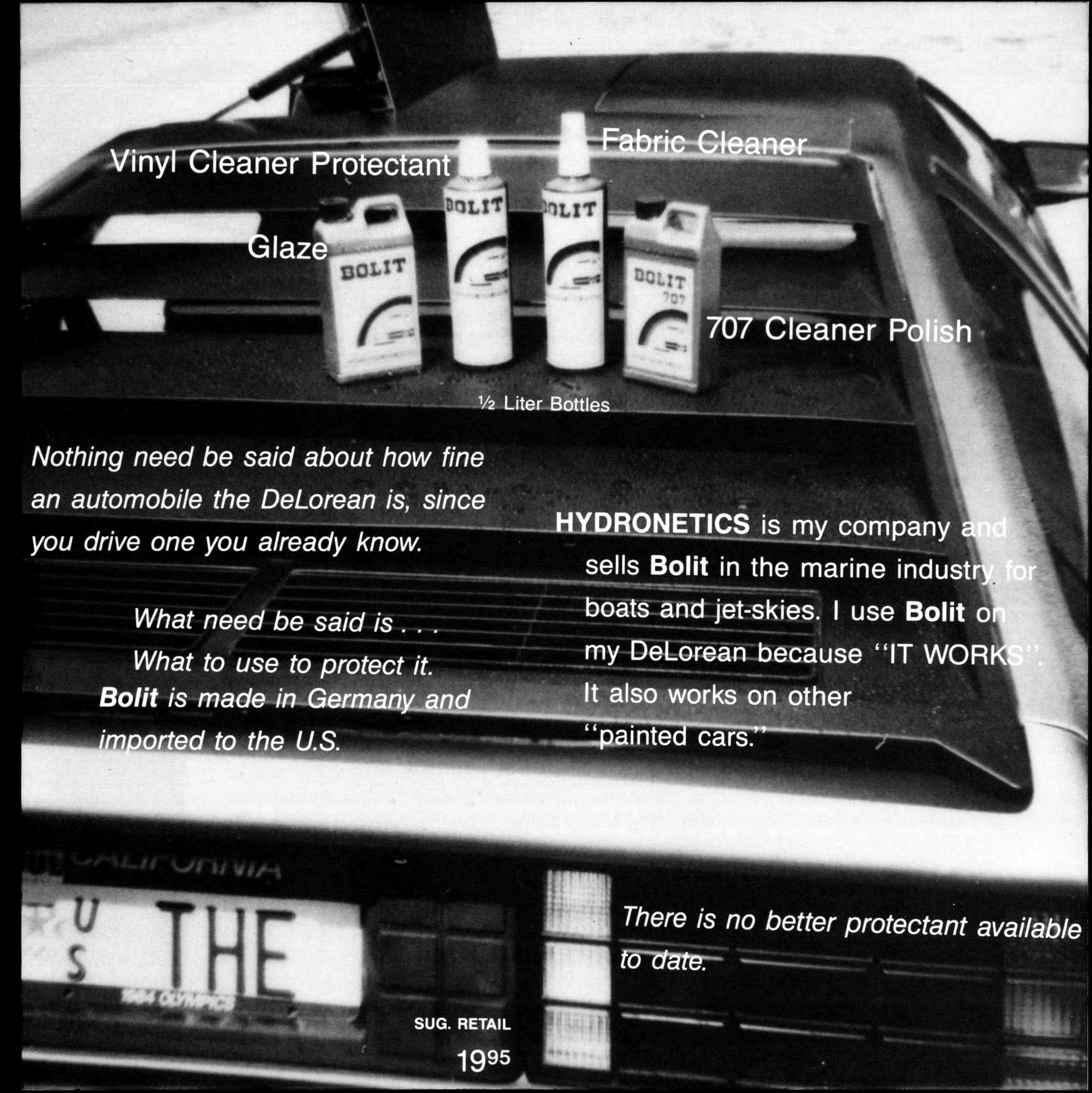
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A Development Company On The Water Planet

FROM PAGE 12

Twelve DeLoreans began the race in Gaithersburg, Maryland, and "winged" (all staying within the speed limit?) their ways through historical towns like Civil War notables Libertytown and Union Town. Townspeople waved in awe as DeLorean # 12 passed them and their expression wondered, "How many more?" Observers were as friendly and warm as the autumn day. And drivers and navigators enjoyed the winding roads through a countryside bathed in autumn colors.

After a wonderful buffet luncheon, drivers and navigators gathered for a short meeting to compare poker hands, award trophies, and listen to a talk by Bob Dorchester about his visit to the First Annual DeLorean Concours in Chicago in July. Diana Coury of Falls Church, VA, drew the best poker hand from various checkpoints and walked away with the first place trophy, even without a navigator! Second place went to Kenneth and Joanne Scee, with the last place trophy going to Paul Taylor and son Jeff.

The twelve "D's," parked side by side, drew quite a crowd with the owners answering the usual questions of the spectators. Even as the D's headed home (Maryland, Virginia, and Washington, D.C.) people stopped to look, wave, or honk their horns.

The next chapter activity, in the planning stages, will be a holiday party to be held in December or January. Anyone requiring additional information about chapter activities should contact Steve Kubiak at 301/725-0416 or Susan Dorchester 301/468-1015.

U.S. presidents have lunched there.

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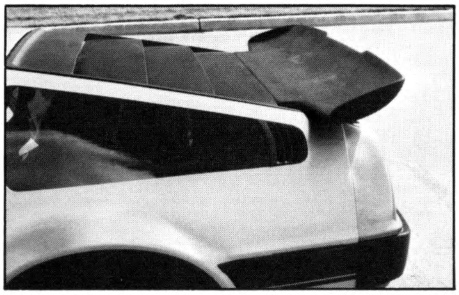
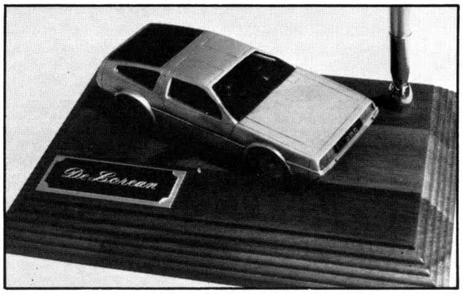


WHALE TAIL–Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary)



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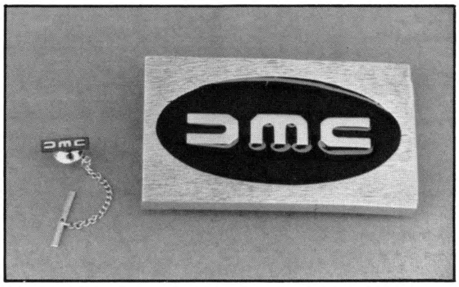
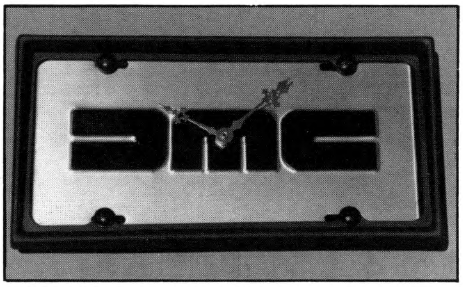


TIE TAC–Black with raised DMC logo. $6.95. **BELT BUCKLE**–Pewter with 2″x 3½″ black porcelain inlay. $15.95



LICENSE PLATE CLOCK–Brushed aluminum with raised DMC logo and frame. $23.95
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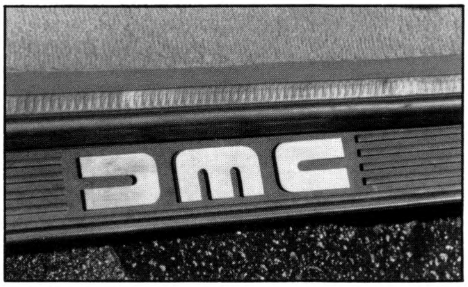

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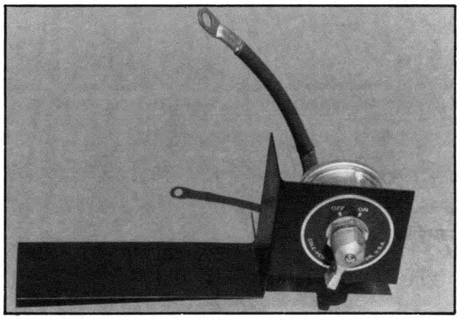

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Southwestern

NATIONAL CONVENTION

BY SAMANTHA ROBINSON, *National Activities Director*
PHOTOS BY ROBBIE ROBINSON, *Association Photographer/Historian*

CONTINUED ON PAGE 20

When one envisions Texas, in particular San Antonio, one does not think of such beauty and charm other than the historial spots . . . San Antonio has both beauty and charm within itself.

DELOREAN OWNERS ASSOCIATION

Service Directory 1986-87

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Canoga Park, CA 91304
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FREMONT
2. DiGiulio Pontiac GMC Inc.
4411 Peralta
Fremont, CA 94536
(415) 793-7711

FRESNO
3. Fresno Nissan
5515 N. Blackstone Ave.
Fresno, CA 93710
(209) 431-4600

GARDEN GROVE
4. DeLorean Motor Center
13881 West St.
Garden Grove, CA 92643
(714) 554-6754

LAWNDALE
5. Lamar Automotive
15614 Inglewood Ave.
Lawndale, CA 90260
(213) 643-7147

LOS ANGELES
6. West L.A. Imported Cars
10603 Venice Blvd.
West Los Angeles, CA 90034
(213) 475-0501

MENLO PARK
7. Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
(415) 321-8030

NORTH HOLLYWOOD
8. Julian's Automotive
5534 Cahuenga Blvd.
North Hollywood, CA 91601
(818) 762-5440

REDWOOD CITY
9. Towne Ford
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Redwood City, CA 94064
(415) 366-5744

SAN DIEGO
10. Mission Bay Imports
8465-A Commerce Ave.
San Diego, CA
(619) 578-3360

SAN DIEGO
11. Motoring Specialists
3778 Rosecrans
San Diego, CA 92110
(619) 295-5141

SAN DIEGO
12. R.B. Tire, Brake & Auto
11645 Iberia Place
San Diego, CA 92128
(619) 485-8550

SANTA ANA
13. Swedish Autoservice
800 S. Grand Ave.
Santa Ana, CA 92705
(714) 972-1216

SANTA BARBARA
14. Bianchi Motors
435 E. Haley St.
Santa Barbara, CA 93101
(805) 965-5261

SUNNYVALE
15. Royal Volvo
805 E. El Camino Real
Sunnyvale, CA 94087
(408) 735-7000

TORRANCE
16. Import Service Center
1914 W. Del Amo Blvd.
Torrance, CA 90501
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FLORIDA

FORT LAUDERDALE
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Ft. Lauderdale, FL 33315
(305) 522-2755

FORT LAUDERDALE
2. Scientific Automotive Inc.
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Ft. Lauderdale, FL 33309
(305) 566-7033

LAKELAND
3. Charlie's Import Service Center
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Lakeland, FL 33802
(813) 682-2328

ST. PETERSBURG
4. Euro Imports
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St. Petersburg, FL 33702
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SARASOTA
5. Swanson's Import Service
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Sarasota, FL 33577
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HILO
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ILLINOIS

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Carbondale, IL 62901
(618) 457-4611

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LAKE BLUFF
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Lake Bluff, IL
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PEORIA
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Peoria, IL 61614
(309) 692-4010

SCHAUMBURG
5. Antique & Classic Restoration Inc.
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Schaumburg, IL 60631
(312) 894-0881

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Grand Rapids, MI 49508
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LIVONIA
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Livonia, MI 48154
(313) 427-2422

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1. Key Cadillac, Inc.
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Edina, MN 55435
(612) 920-4300

MISSISSIPPI

GREENVILLE
1. Vickery Chevrolet & Olds
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Greenville, Miss.
(601) 335-4581

MISSOURI

OSAGE BEACH
1. Frans Auto Service
Highway 54
Osage Beach, MO 65065
(314) 348-5026

NEBRASKA

OMAHA
1. Tony Cook Import Repair
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Omaha, N.E. 68134
(402) 397-7276

NEW JERSEY

BOONTON
1. All Import Motoring Service
506 Route 202 (Parsippany Blvd.)
Boonton, NJ 07005

RED BANK
2. Levine Motor Corp.
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Red Bank, NJ 07701
(201) 741-6570

UNION BEACH
3. Amcar Repair Center, Inc.
1003 Florence Ave.
Union Beach, NJ 07735
(201) 264-3190

WEST ORANGE
4. E. & G. Gallo
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West Orange, NJ 07052
(201) 736-1620

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WEST SAYVILLE
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Middleton, WI 53562
(608) 831-6400

WEST VIRGINIA

MORGANTOWN
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3081 Pint Marion Road
Morgantown, W.VA 26505
(304) 292-8889

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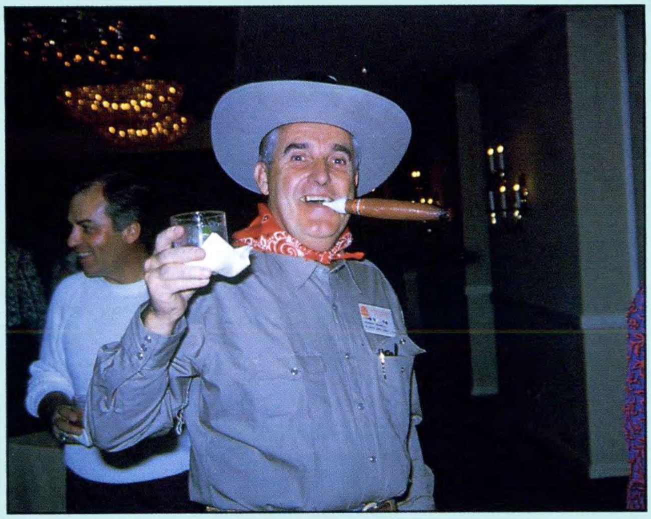
DeLorean World
c/o Kerry Carmody
13963 Breger Ave.
Sylmar, CA 91342



Robin McNeil at the Friday Night No Host Hat Party

Friday Night No Host Hat Party – Samantha Robinson and Ed "John Z. DeLorean" Bernstein

CONVENTION, FROM PAGE 17

San Antonio, Texas – When one envisions Texas, in particular San Antonio, one does not think of such beauty and charm other than the historical spots such as the Alamo, the Missions, El Mercado Market Square, the King William District, or the Lone Star Brewery Museum. Believe me, San Antonio has both beauty and charm within itself. Just take a stroll along the historical San Antonio Paseo del Rio, otherwise known as the River Walk, which is located in the heart of downtown San Antonio. Paseo del Rio is the focal point of the city's festivals, lending its graceful presence of Fiesta and the Famous River Parade, art shows, the candlelit pageantry of Las Posadas at Christmas, outdoor concerts and even canoe races.

Robbie and I flew in the day before the Southwestern National Convention scheduled for October 31st, November lst and 2nd. We had a limo at the airport waiting to pick us up along with John and Joan Truscott, Millie Bernstein and Robin McNeill, who had all managed to get a flight together out of busy LAX. Once we arrived at the hotel, checked in, and unpacked, we all headed for the DeLorean Hospitality Room on the third floor of the hotel to do some last minute paperwork before dinner, and where our President, Ed Bernstein was waiting to give us details of his trip from Northridge. He of course drove his DeLorean to San Antonio and had arrived on Wednesday.

After all the paperwork was done, we headed for dinner in the hotel restaurant. When I was in San Antonio in early September, I had made arrangements through the hotel for a group of 20 to have dinner dessert on the River Barge the evening of the 30th, in anticipation of having at least that many arriving a day early to take advantage of some of the sights before our events began the following day. Well folks, it was well worth the wait. We had our dinner at the Las Canarias Restaurant, then moved out to the river where a River Barge was awaiting our arrival, all decked out with a lovely table setting, candle light, dessert and coffee. Finally, with cameras ready, we began our tour. While eating our dessert and having our coffee, our guide took us past the Presa Street Bridge which was built in 1890, then we proceeded on past the Alamo Plaza/River Linkage which was built in 1981. We passed the Reuter Building which was originally a saloon built in 1891, on past a set of iron stairs that looked across to a huge Ben Milam Cypress Tree, the legendary vantage point for the sniper who shot Ben Milam in 1835 during the Texas Revolution. The tour was great and I have just given you a glimpse of what we saw because it would take so much time to describe everything. Believe me, at night, this is one tour you would not want to miss if ever in San Antonio. Our tour took approximately one hour, was well worth the charm and beauty Paseo del Rio has to offer with the sense of romance it bestows to the young at heart.

Friday morning began quite early for both Ed Bernstein and I. Ed had a live Radio Interview with Ricky Ware from Station KTSA San Antonio. I volunteered to be his navigator because Ed has a reputation of getting lost just going around the block. Don't worry folks, we arrived before our scheduled time, did the interview and headed back to the hotel. Since we had a free morning, Ed and Millie Bernstein, Stephen, Elaine, Ryan and Cameron Wynne, Dorothy Bradley, Robbie and I opted for a Walking Tour of San Antonio Paseo del Rio. Leaving La Mansion del Rio Hotel, we headed for the Alamo Plaza/River Linkkage which is a picturesque waterscaped passage to the Alamo. Just as we began to cross the street to the Alamo, we were detoured by a Horse and Carriage ride around the area of the Alamo and were treated to some Trivia about San Antonio and its famous people, jokes and historical information. It was a great tour, especially with all nine of us riding in the same carriage. I personally was a little concerned about the horse since we had so many in the carriage. I mean nine—please! I can just imagine what the poor horse was thinking. After our little detour, we continued on our "foot" tour of the Alamo, then on to the River Square where a lot of the river level restaurants were located. We stopped and had a snack and something to quench our thirst. Unfortunately, after lunch, my time had run out along with several other Board Members and we had to get back to the hotel to start checking our guests in.

Our first guests to arrive were Charles and Gladys Muffley who had traveled from Bethlehem, PA via Vancouver, the Pacific

> ***It seemed as though my tired body had just hit the sheets when the alarm was going off again. 6:30 A.M. and I was off and running.***

Northwest, Palm Springs, Las Vegas, New Mexico and finally, Texas. Yes, they did drive their DeLorean—6,000 miles.

As the afternoon progressed, more guests started arriving and the excitement was building. We could tell things were beginning to pick up because we had to send Ed and Robbie out for more snacks.

Late Friday afternoon, all the Christmas Lights were turned on along the River Walk for the upcoming Perry Como Christmas Special that was to begin filming that night. These lights are normally turned on late in November for the candlelit pageantry of Las Posadas during the Christmas Season, but because of the filming, were turned on for the three days of filming.

By Friday evening, we had a very comfortable size group checking in for our No Host Cocktail and being treated to Fajitas Con Pico de Gallo, Quesadillas, Chicken and Beef Flautas H d'Oeuvres promptly at 7:30 P.M. Guests were arriving wi their "most unusual hats" in tow as this was Halloween Nigh We had a lot of unusual hats there, which made it difficult to decide which was the "most unusual." After prompting our Hat Judges, Robbie Robinson and John Truscott, they announced our winners. 1st Place –Martha Johnson, Ft. Worth, TX; 2nd Place – Gladys Muffley, Bethlehem, PA; 3rd Place – Anne Bangert, Houston, TX. One of our guests opted to come in a costume. Ed Bernstein, arrived as "John Z. DeLorean." He had a wig, the makeup and wore a dark suit.

We were entertained by a local D.J., had some dancing, purchased some Association Products, and had a chance to chat with many newcomers. Ed Bernstein, our Association President, MC'd our evening, introducing the National Board of Directors and our 2,000 person to become a member—Jim Dale from Osage Beach, Missouri who had flown in on his privately owned plane with son Jimmy Dale. Jim was presented with a Silver Photo Album from the Association as a memento of reaching this magical number before our predicted December deadline.

When our evening came to a close, everyone was invited up to the DeLorean Hospitality Suite to just relax, enjoy and talk shop. Of course some of us didn't make it past 3:00 A.M. since we had a scheduled 7:30 A.M. photo shoot in front of the Alamo the next morning.

Well, Saturday morning, Robbie and I stopped by to get Ed and Millie Bernstein. After all someone had to give Ed directions or ride with him so he wouldn't get lost and would make it back to the hotel in time for breakfast which was scheduled for

CONTINUED ON PAGE 31

Concours Winner, Best of Show and First Place – Mary Ruth White (Bellaire, Texas). Husband on left and Ed Bernstein, right.

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Master List

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Chapter #2 William (Tex) Gano Jr. 808 Third Ave. Bristol, PA 19007 215-788-7371 215-945-5665	Eastern Pennsylvania
Chapter #3 John & Lois Jeffrey 9928 Colby Des Moines, IA 50322 515-225-3269 515-288-2166	Iowa, Minnesota, South Dakota, Nebraska
R.Cptr #4 Gary and Lucille Wurth 5 Wethersfield Road Rochester, NY 14624 716-889-5414 716-272-8620	Eastern New York State
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Chapter #12 Bill Johnson 13920 Northwest Passage #303 Marina del Rey, CA 90291 213-827-5753 213-645-4363	Metropolitan Los Angeles
Chapter #13 Robert & Virginia Ingalls P.O. Box 149 Claremont, NH 03743 603-542-7375 603-542-9884	New Hampshire, Vermont
Chapter #14 Raffaele & Marybell Cafagna 4336 E. 67th St., #689 Tulsa, OK 74136 918-493-6455	Oklahoma
Chapter #15 Bert & Diane Varady 507 Sioux Circle Ft. Walton Beach, FL 32548 904-863-1782 904-884-6975	Northern Florida Southern Alabama
Chapter #16 Steve & Paula Kubiak III 8907 Royal Ridge Lane Laurel, MD 20708 301-725-0416 301-878-3300	Maryland, Virginia, Washington, DC
Chapter #17 John & Peggy Slominski 2014 Ellery Ave. Clovis, CA 93612 209-299-3541 209-485-6320	San Joaquin Valley, CA
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Chapter #19 Eric Endy 2121 Industrial Rd. Las Vegas, NV 89102 701-453-3380 702-384-2425	Nevada
Chapter #20 Bob Vicars 6306 Hillcrest Lane Indianapolis, IND 46220 317-251-3098 317-875-0031	Indiana
Chapter #21 Larry Parker 17592 E. Temple Dr. Aurora, CO 80015 303-680-1782	Colorado, Wyoming, New Mexico

CONTINUED ON PAGE 34

Steel Braided Clutch Line and Link Installation

By: Donald Steger
Photos: Nancy Fowler

People have experienced problems during hot weather with using the clutch. I recommend a steel braided clutch line which is an upgraded line and will eliminate any future problems. (Photo 1 – Old and new clutch lines and clutch links.)

Tools Required:
- Phillips screwdriver
- Channel locks
- Needle nose pliers
- 4 or 5 tie wraps
- 8mm wrench
- 1 hose clamp
- 15mm & 17mm wrench
- 13mm & 7/16 in. wrench
- Metal hacksaw
- 3 foot vacuum hose
- coffee can

Begin by opening the hood and remove carpeting. Using Phillips screwdriver, remove the 14 screws on the fuel filler inspector panel and remove the panel. (Photo 2)

Next install hose clamp on the hose coming from the clutch master reservoir bottle. Make sure the hose is not clamped too tight or it could sever it. It should be tight enough to stop fluid from flowing down and out of the clutch master. (Photo 3)

Remove the old clutch line with 13mm wrench and push it slightly out of the way. Install the new line through the existing hole and allow it to hang under vehicle. (Photo 4)

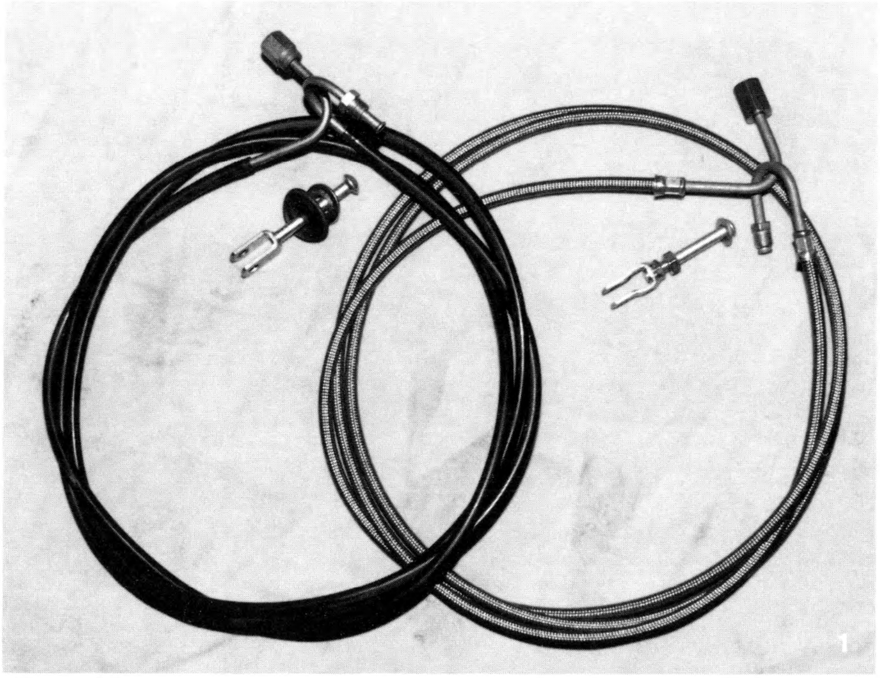
Install new line to clutch master cylinder making sure it is tightened, and curving to the rear and under master cylinder. This is helpful in future replacement of the master cylinder. Replace the fuel filler inspector panel but do not remove hose clamp. Replace screws and carpeting.

Next remove the rubber cover and filler cap of the clutch reservoir and make sure it is full. (Photo 5)

Go underneath vehicle and remove the other end of the old clutch line from the slave cylinder on top center of the transmission. There will be a slight amount of fluid that will come out of the line. (photo 6)

Going to the front of the vehicle, grab the old line and by putting thumb over the opening, quickly pull hard to remove old line. (photo 7)

> ***"I recommend a steel braided clutch line which is an upgraded line and will eliminate any future problems."***



Remove inspection shield in the left rear by removing the 3 10mm nuts. (Photo 8) Run cable along side the large black air conditioning hose and through the hole where the air conditioning hose goes. If you have difficulty with running the cable, slightly bend frame away from the body to allow it to fit inside. (Photo 9)

Using 17mm wrench connect the new cable to the slave cylinder on top of the transmission making sure it is tight. Fasten clutch line to air conditioning hose with tie wraps in 4 or 5 places as shown. (Photo 10) IMPORTANT: NEXT REMOVE HOSE CLAMP FROM RESERVOIR HOSE. Everything is now tightened down and secured. Replace the inspection shield.

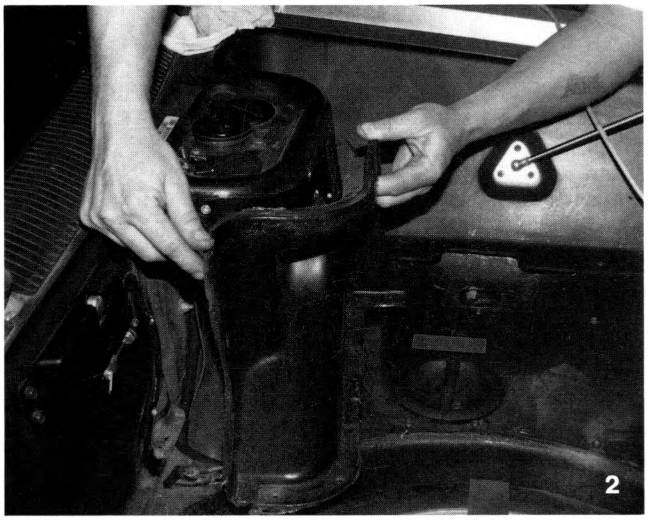
Next open the engine compartment. Use 8mm wrench to loosen up the bleeder screw on the slave cylinder on top of the transmission bell housing. (Photo 11) It should be loosened approximately ½ turn. Install ¼ inch vacuum hose over the bleeder screw allowing the other end to go into bottom of coffee can or other suitable container. From inside vehicle depress clutch pedal 15 times. IMPORTANT: DO NOT EMPTY RESERVOIR. Then refill the reservoir. Pump 10 more times and refill reservoir again. Pump pedal 5 more times and refill and replace cap.

Remove rubber boot from the clutch master cylinder. With needle nose pliers, remove clip from the inside of the clutch master. (Photo 12) Next remove cotter pin and pin from the clutch pedal arm.

Using hacksaw cut the old clutch line in half and reuse washer by putting it on the new adjustable link. (Photos 1 and 13) Install new link and adjust it to allow free play in the clutch pedal. The clutch should start engaging 1-1½ inches from the floor.

PHOTOS NEXT PAGE

CLUTCH, FROM PAGE 23



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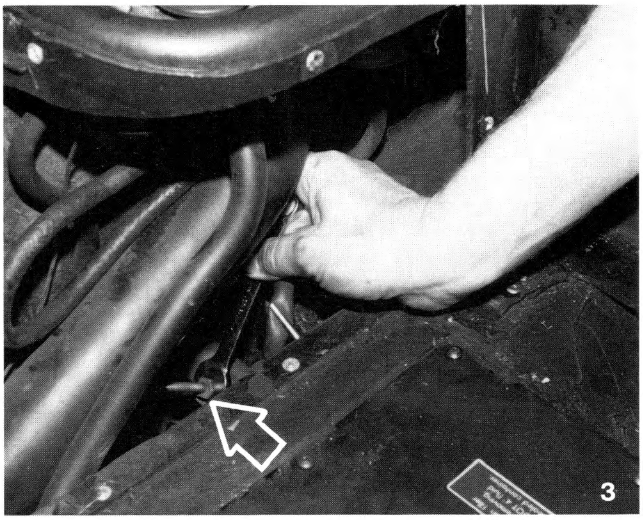

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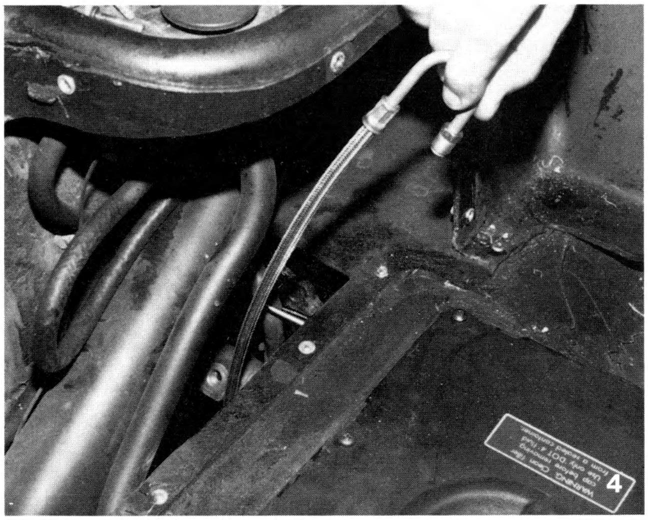

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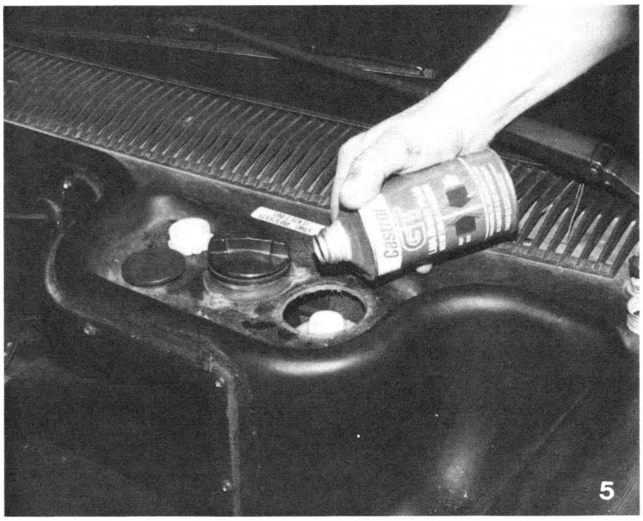

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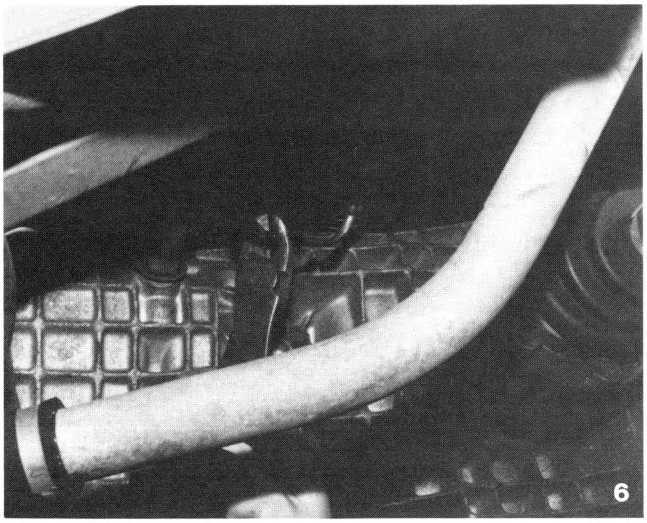

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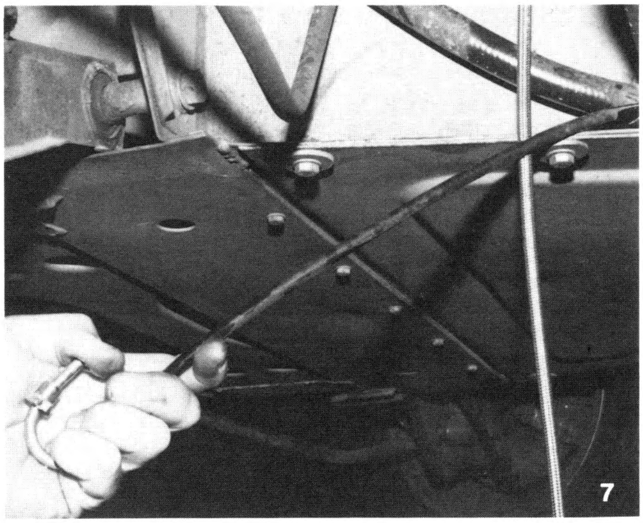

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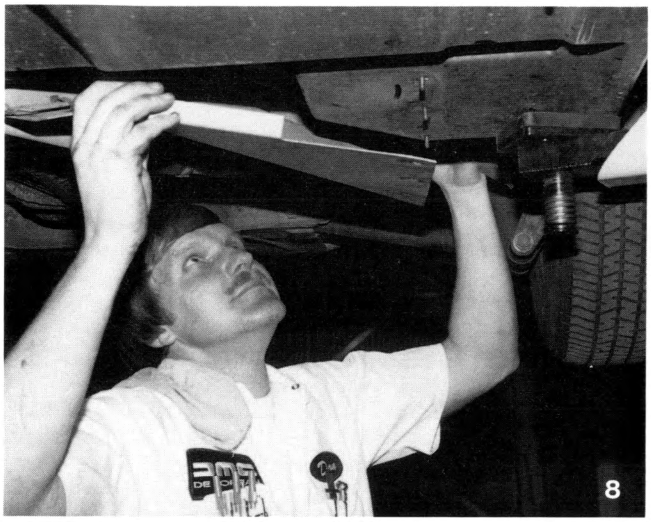

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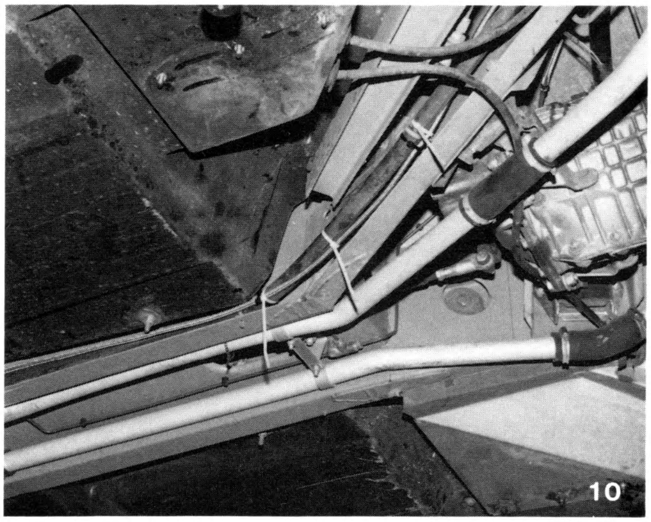

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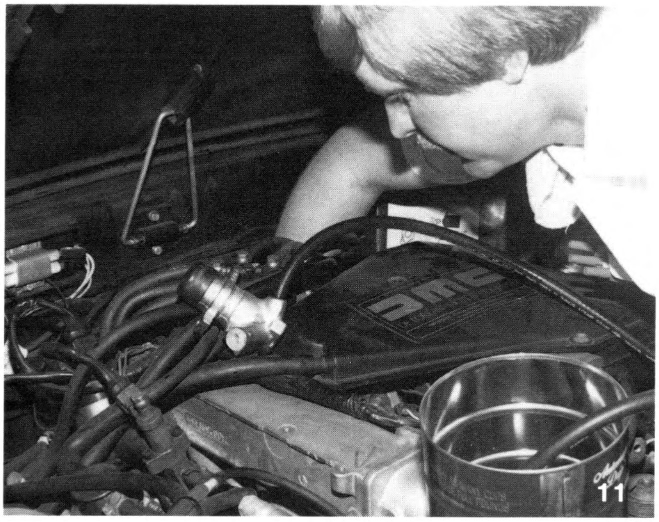

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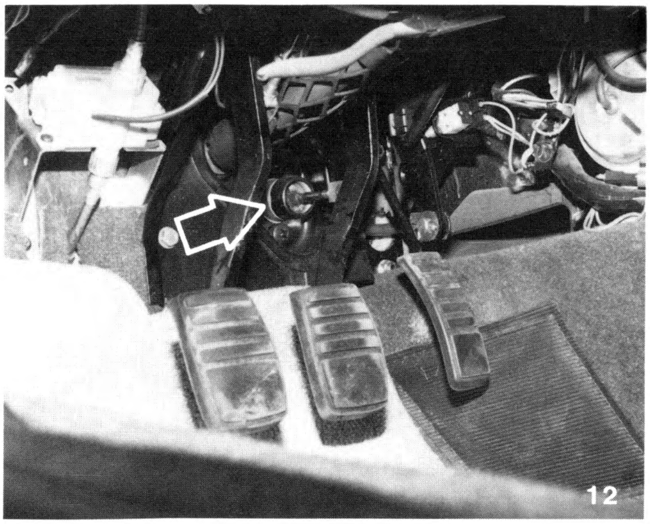

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MORE TECH NOTES, NEXT PAGE

New and Improved DeLorean Lamp Delay Module

By: Marc Goldstone

The operation of the existing lamp delay module (LDM) is unpredictable at best. This is due to the design of the device, which uses power stored within the module while the doors are closed and the lamps are off to sustain the module through a subsequent delay. If the doors are left open for 30 seconds or so the power stored in the module is depleted to the point where upon closing the doors the lamp delay will be significantly shorter or may not function at all. There isn't a reliable way to increase the time delay using the present module.

The goal of the circuit described in the following paragraphs is to provide a reliable delay of approximately 90 seconds any time the doors are shut, this delay provides a period of illumination suitable for most needs. This illumination would prove annoying, if the lamps were on while driving at night. To avoid this problem the circuit inhibits the delay as soon as the headlights are turned on.

Theory of Operation

The new lamp delay module can be housed within an enclosure similar in size to the blue fan fail module. A circuit board is used to simplify wiring of the module. The heart of the circuit is an RCA CD4093B integrated circuit, which contains four 2-input NAND Schmitt Trigger gates. The circuit operates as a one-shot which is triggered when the doors are closed. The power MOS FET (Q1) is biased on during this interval, allowing current to flow, illuminating the dome lights. The one-shot times out approximately 90 seconds later, the FET is turned off, and the lights go out. Turning on the headlights removes power from the module, the delayed dome lights go out within a few seconds. The dome lights may still be operated manually, or by opening the doors but the delay will not function while the headlamps are on.

Modifications Required to the Vehicle Wiring

While performing any of the following steps the car battery should be disconnected!

> ***The goal . . . is to provide a reliable delay of approximately 90 seconds time any the doors are shut . . .***

The row of relays closest to the passenger seat should be removed. This can be done by removing two screws located behind the relays. Note the order in which the relays were removed, label both the sockets and relays. The relay closest to the center of the car is #19, the DIP Beam Headlight relay. (See figure 1 for relay identification.) The BLUE/RED and BROWN wires should be removed from relay socket #19 using a suitable extraction tool. Reinstall the wires in the socket as shown in the schematic. (wires reversed) Attach a new wire, using the same type of contact receptacle as is used on the other sockets, from socket #19 pin 4 to the LDM socket pin 2.

A diode assembly should be connected as shown in the schematic. The cathode of one diode connects to the PURPLE/BLUE wire located near the gas pedal in the center console. The other cathode connects to the PURPLE/PINK wire located in the same area. Tap in connectors should be used for a reliable contact. The common anode end of the diodes should be connected, by a wire which must be added through the center console, to the LDM pin 4. Use 18 GA wire and a contact receptacle to make the connection.

Installation and Testing of the New LDM

Install the new module in place of the old PEKTRON unit. The old module will still "work" as well as it did before in the modified vehicle, so save it as a spare. Connect the battery and verify that the dome lights are on when the door is opened. Shut the doors and verify that the light stays on for approximately 90 seconds. Either door being opened should turn on the lights, closing both doors causes the

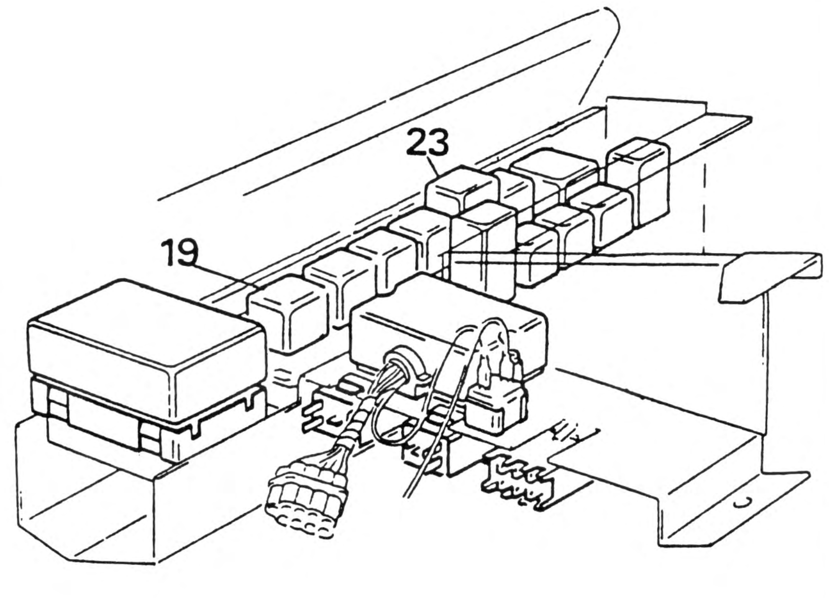


FIGURE 1

delay circuit to be activated. The lamp delay is inhibited by turning on the headlights.

Trouble Shooting

Verify that 12 volts is present between pin 1 and pin 2 of the LDM receptacle. Turning on the headlights (low beam) should remove the voltage measured previously. If a problem is encountered, check the wiring under relay #19, the connection to pin 2 of the LDM and the ground connection to the LDM pin 1.

Using a volt meter measure between the LDM socket pin 1 and pin 4 with the module installed. When the doors are shut the reading should be 12 volts. Opening either door should result in a reading of 1/2 to 1 volt. If the reading is greater than 1 volt the diode module or door switches are probably at fault.

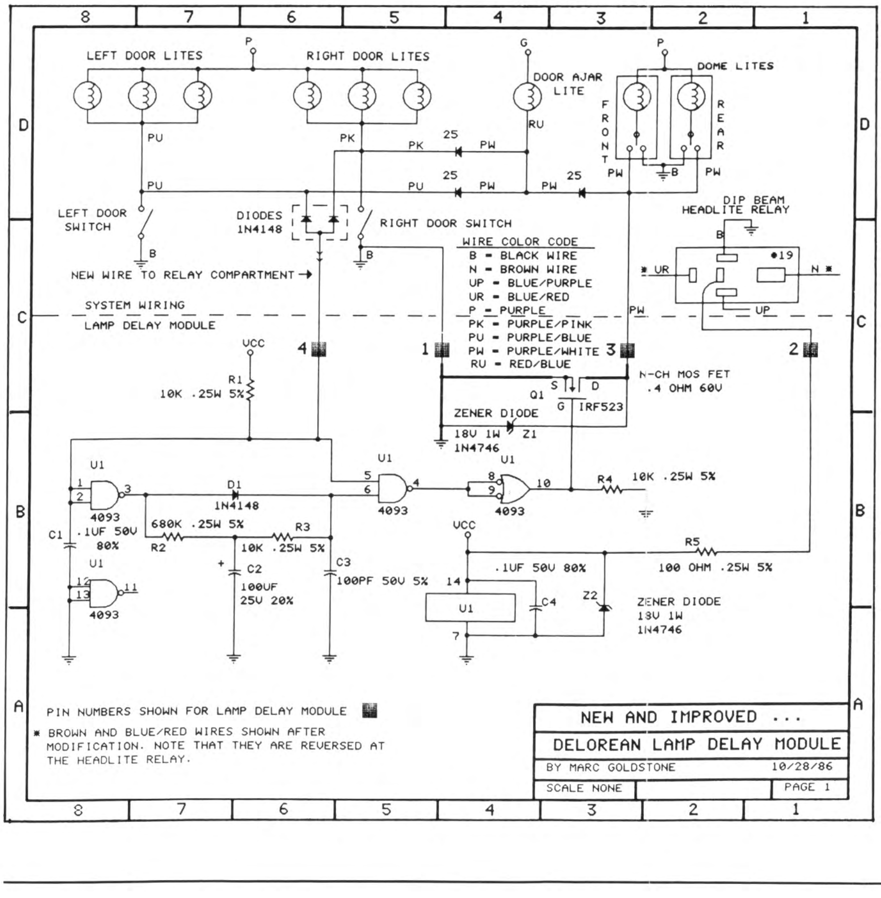
If the previous test passed the LDM may be at fault and the PEKTRON unit should be tried. If the PEKTRON module delays the lights as before another new LDM should be tried.

Parts List

ITEM	QUAN.	REF.	DESCRIPTION	SOURCE	PRICE EACH
1	1	U1	RCA CD4093B I.C.	1	.75
2	2	Z1,Z2	ZENER DIODE 1N4746	1	.45
3	3	D1 +	DIODE 1N4148	1	.10
4	1	Q1	MOS FET IRF523	3	1.80
5	1	C2	CAP. 10OUF 20% 25V	2	.79
6	2	C1,C4	CAP. .1UF 80% 50V	2	.25
7	1	C3	CAP. 100PF 5% 50V	2	.25
8	3	R1,R3,R4	RES. 10K .25W 5%	2	.20
9	1	R2	RES. 68OK .25W 5%	2	.20
10	1	R5	RES. 100 OHM .25W 5%	2	.20
				TOTAL 3	$ 6.29

Source 1 – Hamilton Avnett Electronics; Source 2 – Radio Shack;
Source 3 – Schwebber Electronics

IF A SUFFICIENT NUMBER OF MEMBERS ARE INTERESTED WHO DO NOT WANT TO CONSTRUCT THEIR OWN MODULES A COMPLETED LDM, DIODE MODULE AND INTERCONNECTING WIRE KIT MAY BE MADE AVAILABLE. IF YOU ARE INTERESTED CONTACT THE AUTHOR AT (714) 551-9171 evenings.



LEFT DOOR LITES
RIGHT DOOR LITES
DOOR AJAR LITE
DOME LITES
FRONT
REAR
LEFT DOOR SWITCH
RIGHT DOOR SWITCH
DIODES 1N4148
DIP BEAM HEADLITE RELAY
#19
NEW WIRE TO RELAY COMPARTMENT
SYSTEM WIRING
LAMP DELAY MODULE
WIRE COLOR CODE
B - BLACK WIRE
N - BROWN WIRE
UP - BLUE/PURPLE
UR - BLUE/RED
P - PURPLE
PK - PURPLE/PINK
PU - PURPLE/BLUE
PW - PURPLE/WHITE
RU - RED/BLUE
N-CH MOS FET .4 OHM 60V
Q1 IRF523
ZENER DIODE 18V 1W Z1 1N4746
R1 10K .25W 5%
U1 4093
D1 1N4148
680K .25W 5% R2
R3 10K .25W 5%
C1 .1UF 50V 80%
C2 100UF 25V 20%
C3 100PF 50V 5%
R4 10K .25W 5%
R5 100 OHM .25W 5%
.1UF 50V 80% C4
Z2 ZENER DIODE 18V 1W 1N4746
VCC
PIN NUMBERS SHOWN FOR LAMP DELAY MODULE
* BROWN AND BLUE/RED WIRES SHOWN AFTER MODIFICATION. NOTE THAT THEY ARE REVERSED AT THE HEADLITE RELAY.
NEW AND IMPROVED ...
DELOREAN LAMP DELAY MODULE
BY MARC GOLDSTONE 10/28/86
SCALE NONE
PAGE 1

The Importance of Service

By: Bill Johnson

I am writing this in the hope that at least one person reading this article will learn from my mistake regarding service on my DeLorean as a "Do-It-Yourself" exercise.

I have always been mechanically inclined and have always maintained my own cars. I've always done my own oil changes, spark plug changes, and brake jobs. I've even gone so far as to change the clutch on a 1969 Dodge, tune up a 1979 Mazda RX7, and replace a piston on a 1981 Honda. In short, I am well accustomed to auto repair and maintenance and have always treated my vehicles as a hobby which will require a fair amount of time.

When I bought my DeLorean, I was sure that it was the same as any other car. I went through oil changes and tune ups, clutch jobs and wiring problems. I went to all the DeLorean Owners Association Technical Seminars. I was in complete control of the maintenance of my car.

Then one day in September I was driving south on the San Diego freeway near Long Beach, a busy section of road which

CONTINUED

SERVICE, FROM PAGE 27

narrows to four lanes as it leaves Los Angeles. I had just moved out of the fast lane to pass a large van which was poking along at the speed limit of 55.

My passenger and I looked at the people in the van as we eased past them. Of course they were admiring my rare, fine-tuned driving machine. Just at that moment there was a loud thump from the right rear of the car which felt as if I had just run over a railroad tie. The next thing I knew, the car was out of control and headed for the right hand guardrail! As I frantically tried to compensate, the car spun backwards and recrossed the crowded freeway towards the center divider. All I could imagine was that in just a few moments, my "rare, fine-tuned driving machine" was going to look like a crumpled ball of aluminum foil. Fortunately, just as we were about to hit, the car spun forwards again, back into traffic, where we were rear-ended by the van I had been trying to pass.

> ***"All I could imagine was that in just a few moments, my 'rare, fine-tuned driving machine' was going to look like a crumpled ball of aluminum foil."***

After a quick check of my passenger and those in the van (all were fine), I ran around to the right side of the car to see what had happened. As I walked around the car, I gazed sadly at my ripped and dented rear bumper and mangled tailpipe. As I rounded the corner, I stopped in shock at the view of the torn and bent stainless steel which used to be my rear quarter panel. What had happened? I thought I had just had a blowout! That was when I noticed that my rear wheel and suspension was almost entirely off the car!

When the police and tow truck finally arrived, I was frantic to prove that I hadn't simply lost control while driving too fast, so the police and I crawled underneath. We discovered that the bolts which hold the trailing arm to the frame had worked loose over the 5-years my car has been on the road. If only I'd known!

Thinking back, I remembered a technical seminar where the speaker had mentioned that loose trailing arm bolts were not unusual and that this problem was easily corrected during routine maintenance. He recommended that everyone have their car inspected regularly for these types of "known service areas". Since the access to this area of the car is extremely difficult, I decided that if I couldn't do it myself, it didn't need to be done.

I realized that all of these automobile repair shops which specialize in DeLorean repair have an important place in maintaining our cars. They have seen a lot of cars with similar problems come through their doors and they know what to look for when your car comes in for a routine checkup. Of course it does cost you a little more to have a professional take care of your car, but those costs are extremely small when compared to the cost of a major accident.

I was lucky this time, I crossed four lanes of crowded, high speed traffic, twice. I missed two concrete guardrails, and finally, the van that hit me happened to be watching the whole thing and so was able to slow down enough that when I was hit, it was at a relatively slow speed. Since then I have vowed to stop experimenting on my car and treat it as the collector's item that it is. I think I'd like to still be driving this car 10 years from now.

RECOMMENDATION
by Technical Advisor:

To avoid rear suspension problems, inspect Trailing Arms (Radius Arms) at point of connection to the frame. First, check if it is loose. If it is tight, unscrew to check if it is bent. If so, replace it. If it is not bent, check the two 8mm screws mounting the Radius Arm Bushing to the frame (16 Ft. Lbs.). The Trailing Arm pivot bolt should be tightened to 42 Ft. Lbs.

Please see the DELOREAN OWNERS ASSOCIATION

SERVICE DIRECTORY 1986-87

on pages 18 & 19 of this issue to locate a service facility close to where you live.

And if you are the owner of a service facility, but aren't in our directory, please send us your name, address and phone number and we'll add it to our list.

Technical Seminar Questions – Part II

by: Don Steger
Professional Technical Advisor

Hood

Q: How can the rear edge of the hood be corrected to even it up?

A: By elongating the holes in the existing latch or by installing shims under the bolts which will raise the edge of the fender up slightly.

Electrical

Q: Are the clips too short for the wiring harness and could this cause heat from the motor to burn them?

A: There are plastic coated clips which the wire harness should go through and be tie-wrapped. This will keep the harness from the engine and pre-

CONTINUED ON PAGE 30

Safety Note

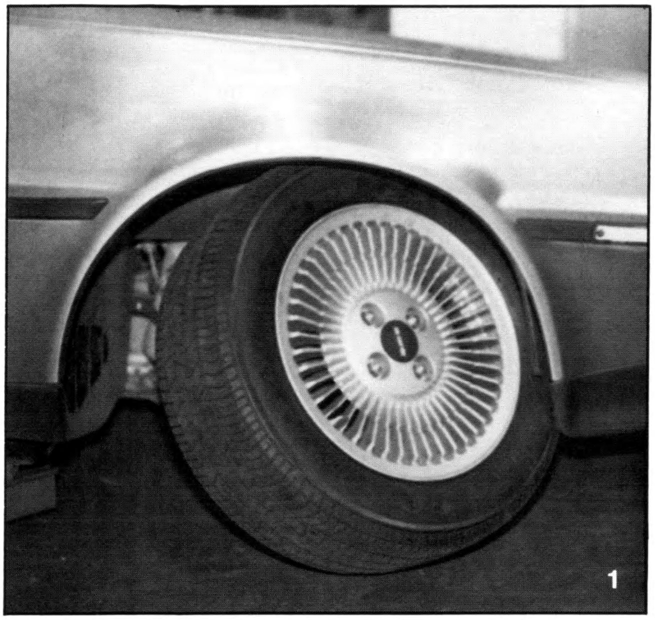
From Gerald Davies,
Service Manager at DeLorean One.

In the past few weeks, we at DeLorean One have had three instances of complete failure of the ball-joints on the front suspensions of DeLoreans, resulting in a complete loss of steering and braking control of the vehicle. (Photos 1 and 2)

Fortunately on all three occasions the speeds involved were very low, and the drivers managed to stop without injury. **AT HIGHER SPEEDS THE RESULTS COULD HAVE BEEN DISASTROUS.**

While this problem is not one that can be spotted on a visual inspection, DeLorean One recommends that all owners experiencing noise problems in the front of their cars, replace the ball-joints as a matter of course. (Photos 3 and 4)

By the way, there was no similarity of mileage or V.I.N. number among the cars involved.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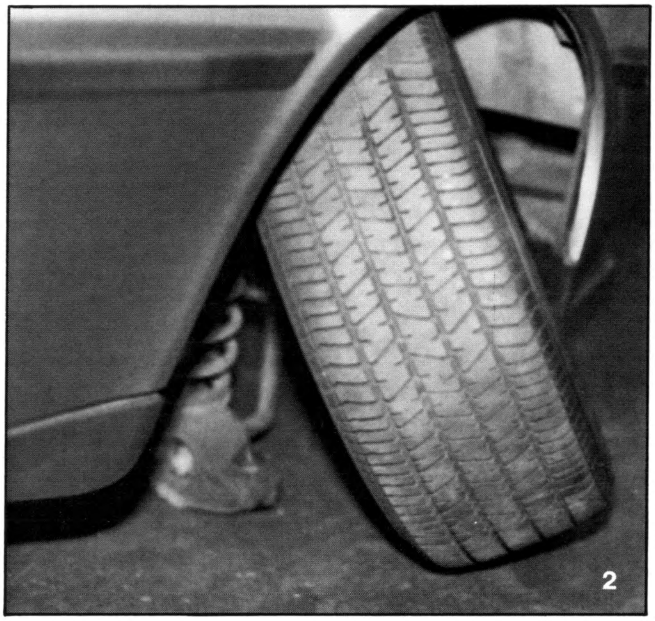
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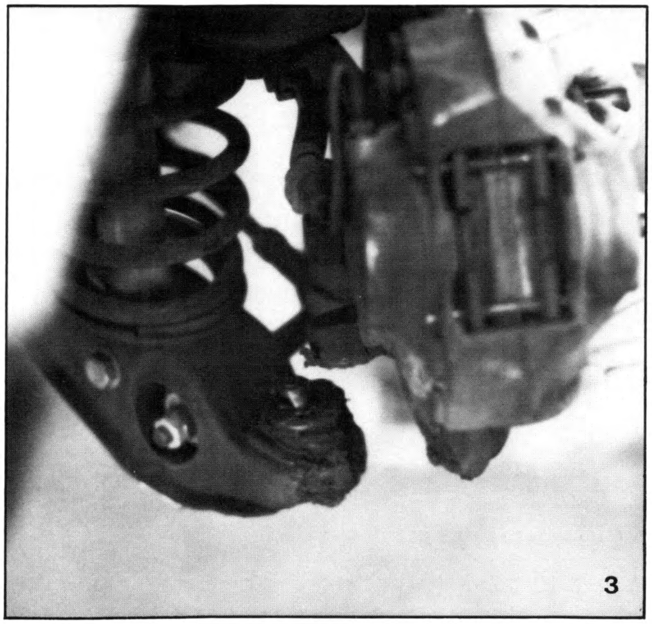
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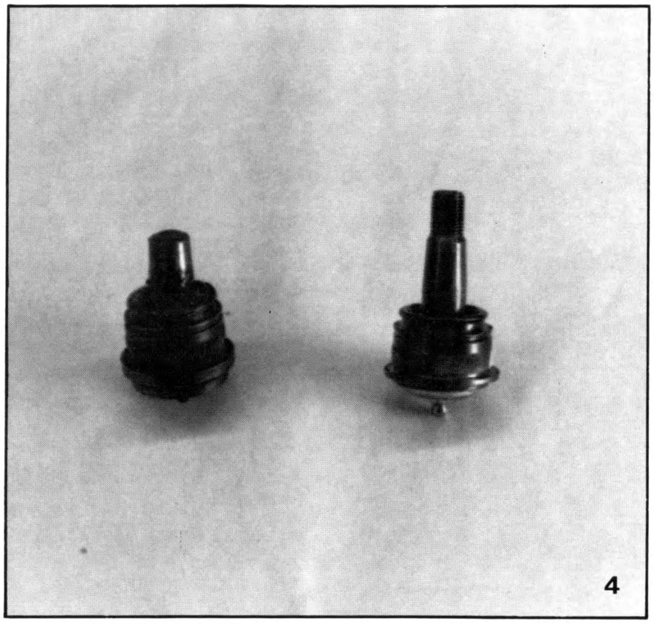
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QUESTIONS, FROM PAGE 28

vent burning. Excessive movements of the wiring harness in the metal clips will cause a short.

Q: Why do the lights dim when the air conditioning is on?

A: There are two fans in the front of the car which go on at the same time as the air conditioning compressor. The initial surge of electricity draws such a large current from the alternator which will cause the lights to dim; especially while idling. I recommend using the new 90 amp Motorola alternator. It has a higher output and a smaller pulley producing more electricity.

Q: How do you replace bulbs for Air Conditioning panel?

A: Refer to *DeLorean World,* Fall, 1986 issue on page 33.

Doors

Q: What is the best way to keep the door weatherstrip from getting chewed up by the door?

A: By modifying the molding on the door to keep it from protruding out and hitting molding. When you first notice wear on the door seal, rotate the seal 90 or 180 degrees.

Q: How do you adjust the struts and torsion bar?

A: Refer to *DeLorean World,* Volume 3, No. 4, Winter, 1986 on page 25.

Transmission

Q: Why doesn't it go into first gear when it gets hot?

A: The pressure plate is not totally releasing the clutch disc. The plastic cable from the clutch master expands due to heat, therefore does not allow complete fluid travel. To correct this, the plastic cable should be replaced with a steel braided hydraulic fluid line. (See elsewhere in this issue.)

Q: How do you change the trans filter?

A: Remove the pan after draining the fluid. You'll need a pan gasket, filter and filter gasket. There is no inside adjustment necessary.

Q: Is the cooling system adequate for automatic trans?

A: No. There should be an external trans cooler used to cut down the heat. This helps to prevent damage to seals and computer governor.

Engine

Q: Are oil leaks a common problem?

A: Yes. Any time a car sits for a long period of time it is likely to have portions of the seals become dry and hard which causes the seal to weaken and cause leaks.

Q: What causes the engine to sound like it is flooding when the car is started warm?

A: The fuel system on the DeLorean works off fuel pressure and if any one of the injectors leaks, it will not function until it reaches its operating pressure.

Q: Why would a new fuel pump make noise and have a gas smell after only 100 miles of being installed?

A: All fuel pumps make some noise. This is normal. Check for leaks at fuel sending unit.

Tires

Q: What causes the wheels to shimmy at 50-55 MPH?

A: Goodyear sent out a bulletin to all their tire stores instructing them to balance DeLorean tires as a 13 inch tire instead of a 14 inch tire because of the low profile. As tires are balanced, I have noticed uneven tread wear and the tire had to be replaced. Make sure the tire pressure is 23 to 24 pounds per square inch.

Q: What are the best replacement tires?

A: Riken, Michelins, Pirelli, Nitto and Yokahama – 235/60 HR15 on the rear, and 195/60 HR14 for the front.

Stainless Steel

Q: What causes the rubbing on the top of the driver's door?

A: I have noticed that the majority of the doors rub on the top and in most cases you carefully lift up one side of the T-top and place a piece of paper, rubber, etc., under it to hold it up slightly.

Other

Q: Where is the best place to mount cellular phones?

A: The center console is the most commonplace. A window mount antenna can be placed on the left rear quarter panel.

PRESIDENT'S MESSAGE, FROM PAGE 8

his life 25 years later. That kind of drama is beyond even my cynical optimism. Nevertheless, the script writers obviously thought there was benefit in reminding the audience that you accomplish more desirable results by working "with" instead of "against."

Many of us, both in business and in hobbies, are too bull-headed to do that. It doesn't come naturally, to gather a consensus and tackle problems with allies, since human beings seem to naturally prefer steamrolling through by themselves. Does this make us "true" entrepreneurs? Not necessarily.

Sometimes the well-worn concept of "team work" adds more spice and long-term results to our projects, be they for fun or money. Building coalitions, becoming allies, even swapping stories adds a quality and a humanness to our society. Showing off cars or yachts can be most enjoyable when you're surrounded by those who not only appreciate them, but who can be both professor and fan at the same time.

After all, even with a DeLorean, Marty McFly didn't try to tackle the future alone.

Cover Artist

Theodore C. Alexander, Jr., *Chicago, IL*

Last year I stumbled across some old and forgotten DeLorean illustrations and concepts. I created these for various uses when the car was in production and enjoying favorable press. When things turned sour for DMC, the renderings lost their attractiveness.

I contacted Dick Shipman and mentioned the drawings to him to see if there would be an interest to run them as fillers in DeLorean World. *His positive reaction prompted an occasional voluntary contribution in return for complimentary issues of* DeLorean World. *I contribute automotive concepts and illustrations following this principle to a select group of car associations, and have been doing this for about five years now.*

This work (cover) is another project that I decided to complete. The artwork represents two things. One, what a convertible DeLorean may have looked like, and an evolutionary theme to the basic design. Along the car's sides you will note the Porsche 944-like sculptured effect. This design variation might have been applicable to a twin turbo-charged convertible DeLorean, and a coupe as well.

CONVENTION, FROM PAGE 21

8:00 A.M. Needless to say, we let the wrong person navigate for Ed. Robbie rode with Ed; Millie and I decided we would walk. Believe it or not, we arrived at the Alamo before the Bernstein DeLorean and its passengers did! How Ed made it from Northridge, California to San Antonio, Texas in good time is beyond me. After the photo shoot, we let Ed and Robbie return to the hotel together because everyone else was going in the same direction and we figured there would be safety in numbers. They made it!

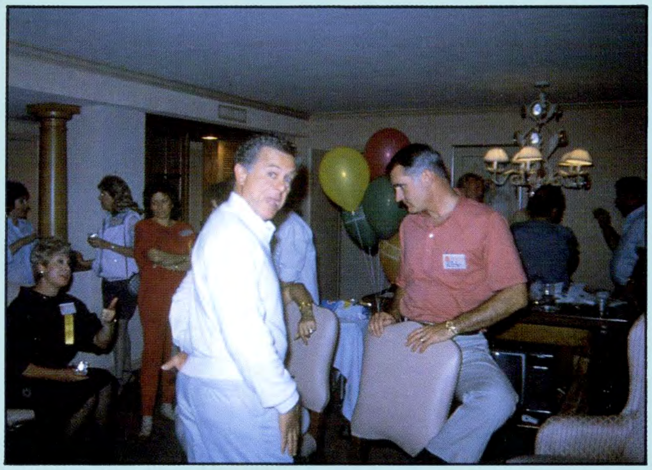
Millie and I were in the Las Canaries Courtyard to greet our breakfast guests and talk about the day's planned activities. At 9:15 A.M. five teams were picked to go on the Scavenger Hunt that was prepared for the Association by Janet Stackhouse and her co-workers at the hotel. I chose the Scavenger Hunt because so many times, when we have had a Rallye, the driver did not get a chance to see the sights because he or she was so busy driving and paying attention to the road. Henceforth, the Scavenger Hunt to give all the participants the opportunity to see the sights and have some fun.

As the teams were picked, and packets handed out, the excitement began to build. I wish you could have seen everyone as they started reading the list of items they had to collect. It was a two page list, folks! The teams were off. Christa Tjersland from Playa Del Rey, California went up to the 3rd floor of the Hyatt Regency and literally helped herself to some of the items on the maid's cart, Dorothy Bradley from Rancho Palos Verdes, California loaned her team her negligee, Don Steger our Technical Advisor rented a Hub Cap for the afternoon from one of the bell boys at La Mansion del Rio, Martha Johnson from Ft. Worth, Texas loaned her team her slip, Ed Bernstein and Robbie Robinson went digging in the trash cans around town looking for a comic strip and suddenly became known as the "bag men" of the Alamo. It was unbelievable what some of the five teams did. As there was a two hour time limit, our first team returned at 11:00 and by 11:30 A.M. all the teams were in, bags were being turned in and checked by the judges. It was hysterical to see what each bag contained. Anyway, everyone who participated had a great time, got to see a lot of downtown San Antonio, and in Christa's case, got to see a lot of what each hotel had to offer.

Saturday afternoon our Tech Seminar began with our Technical Advisor, Don Steger at the helm. His presentation was a full two hours giving us information from regular maintenance

CONTINUED ON PAGE 34

Las Canarias Courtyard Saturday Morning Breakfast



DeLorean Hospitality Suite

Sunday Concours DeLorean

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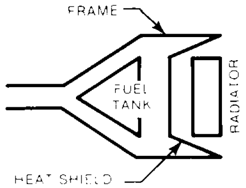

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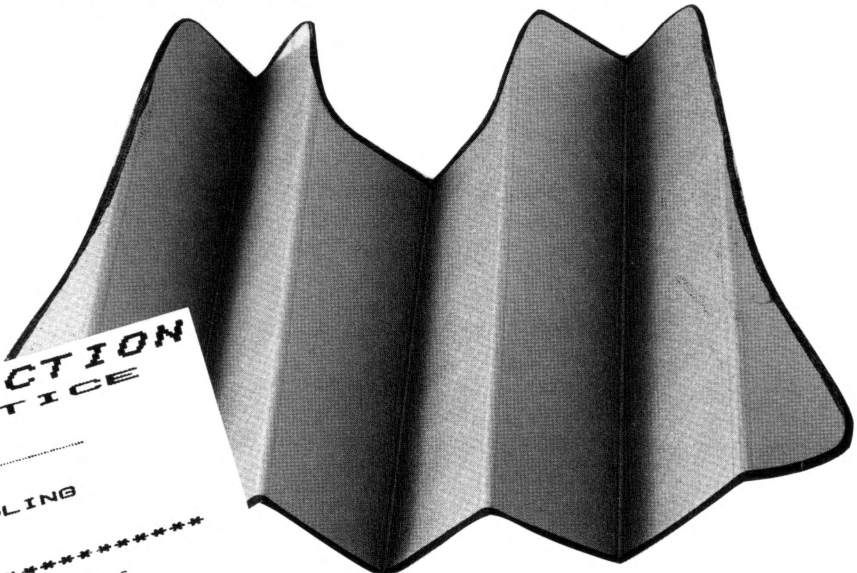

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CONVENTION, FROM PAGE 31

to the more complicated repairs and problems to watch for. We all took a break then returned for a Question and Answer period that lasted approximately 90 minutes. As usual, Don did an outstanding job and hopefully was able to answer most of the questions.

Saturday night began with a no host cocktail promptly at 7:00 P.M. followed by a Texas barbeque buffet which consisted of mesquite smoked brisket of beef, grilled chicken, barbecued sausage, corn on the cob, ranch style beans, jalapeno cornbread, salads, pecan pies, and hot apple cobbler all set up in western theme in the Veramendi Ballroom of La Mansion del Rio Hotel. Association patches and pins were presented to each team member. Scavenger Hunt 1st Place – Martha Johnson, Ft. Worth, Texas; 2nd Place – Mary Ruth White, Houston, Texas; 3rd Place – Harold McElraft, Chapter # 9 Coordinator, Houston, Texas. The evening was concluded with a Raffle with prizes from the Association, Donations from DeLorean One, and J & J Enterprises.

Again, an invitation was extended to our guests to come up to the DeLorean Hospitality Suite. Those who didn't go to the Hospitality Suite could be found out in the garage cleaning up their cars and making sure all was ready for the watchful judges' eyes in the morning.

Being one of the judges for DeLorean One's Concours DeLorean, Sunday morning rolled around too quickly for me. It seemed as though my tired body had just hit the sheets when the alarm was going off again. 6:30 A.M. and I was off and running. The judges had to report for the judges' breakfast and briefing at 7:30 A.M. The Concours was held on the 5th floor roof of the La Mansion del Rio Hotel. It was filled with balloon decorations, music, food and drink, and products shipped in from DeLorean One, Canoga Park, California, our Sponsors of the Concours DeLorean.

Judging started promptly at 9:30 A.M. and ran to early afternoon . . . all the cars were exceptional. Winners included: Best of Show – Mary Ruth White, Bellaire, Texas; 1st — Mary Ruth White; 2nd — John Greene, Albuquerque, New Mexico; 3rd — Thad Gilliam, Houston, Texas.

I know that when Joe and Mary Ruth White headed back to Houston, she was without a doubt, flying on a Silver Cloud all the way back. We were all quite happy for the winners, and know that they, as well as all the other entrants, worked so hard to get every inch of their automobiles spotless and in working condition the day and night before the Concours. Congratulations to each and every one of you.

The whole weekend just couldn't have been better. Before Robbie and I left for San Antonio, I was told that rain was expected. I kept assuring Ed that it would not rain. Sure enough, rain did not appear until Monday. The weather was just great the entire weekend.

Surprisingly enough, we had a small group turn out for our event, but believe me, we had a great time. Just ask someone who was there. We met a lot of great people and gained many new friends. We got to see a lot of our old friends as well.

If you weren't able to make San Antonio, drop me a note and let me know why. I'd like to hear from you.

For those of you who have never attended one of our events, you are really missing a lot. Be sure to check our 1987 Calendar and make plans to visit us at our next event. We all look forward to it. See you in 1987.

Thank You

DELOREAN ONE

would like to thank the following individuals for participating as judges in Concours DeLorean at La Mansión del Rio, San Antonio, Texas on November 2, 1986.

Their fair, consistent evaluation of each automobile, reinforces the standards of excellence we are striving to achieve . . .

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FROM PAGE 22

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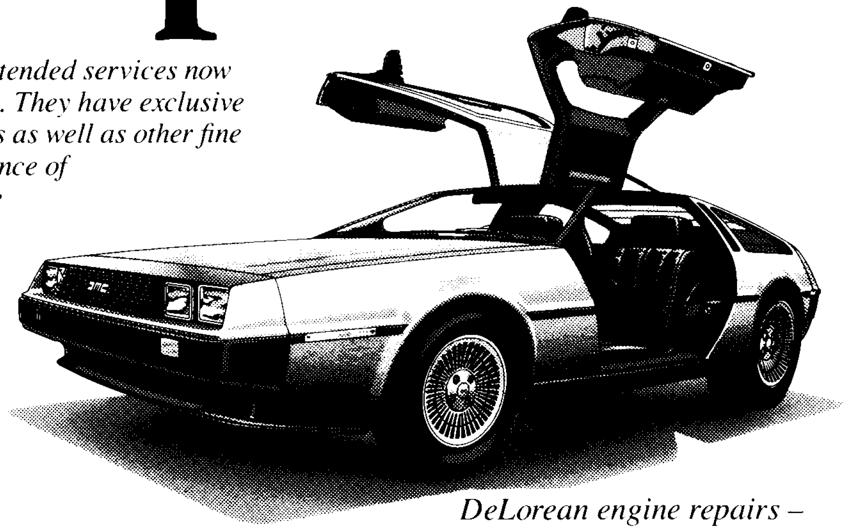

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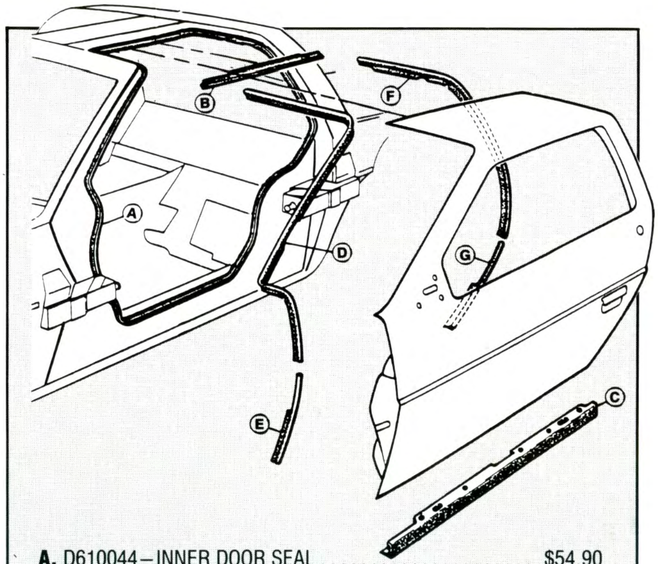

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